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**MONTHLY OPERATIONS REPORT**

**SEATTLE**

**MONTH ENDING DECEMBER 1991**

DEPARTMENT: Environmental  
REPORTED BY: Ben McBride

**WASTE OIL/LUBRICANTS:**

A major changeout of lubricants is planned for the Finish Mill on the 10th of January. While the bulk of this oil change will be from the Symetro Gear Boxes, all of the gearboxes in the mill will be included. This will produce about 2,250 gallons of used oil which will be taken by Spencer Environmental Services. There will be no charge expected for this service, if none of the lubricant is found to be contaminated with hazardous substance. Overlake (Shell) Oil Company is supplying the new oil for the Finish Mill.

**TRANSITE/ASBESTOS:**

There has been no activity involving transite or asbestos within the last month. Some transite replacement is slated for the Finish Mill Building in late January or February.

**NEW COOLING TOWER WATER:**

Fuller Company has requested Ash Grove to obtain a modification of our existing discharge permit from Metro, to allow for discharge to the sewer system from the new Cooling Tower.

**PSAPCA FEE CHANGES:**

Dan Peters has been following up on recent changes to permitting fees. On December 12, 1991, the Board of Directors of the Puget Sound Air Pollution Control Agency conducted a public hearing on proposed changes to the registration fee schedule. The process of changing the fee schedule has been going on for several months and Ash Grove Cement had been bypassed by the process due to our non-operating status. PSAPCA had proposed a \$25.00 per ton of emission fee on PM10, SOX, NOX, CO, TAC, and VOC. During the public hearing, Hans Steuch's letter which was sent to Ms. Anita Franekl, PSAPCA, was read to the Board of Directors. After the final morning of testimony, PSAPCA voted to implement a fee schedule of \$18.00 per ton of emission for PM10, SOX, NO, and VOC. A fee of \$6.00 per ton for CO and TAC was implemented. The implemented fees are expected to generate enough revenue to fund the budget target of \$1,400,000. Fees are expected to be adjusted with board approval to meet and not exceed this target in 1992.

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